

for Love 71

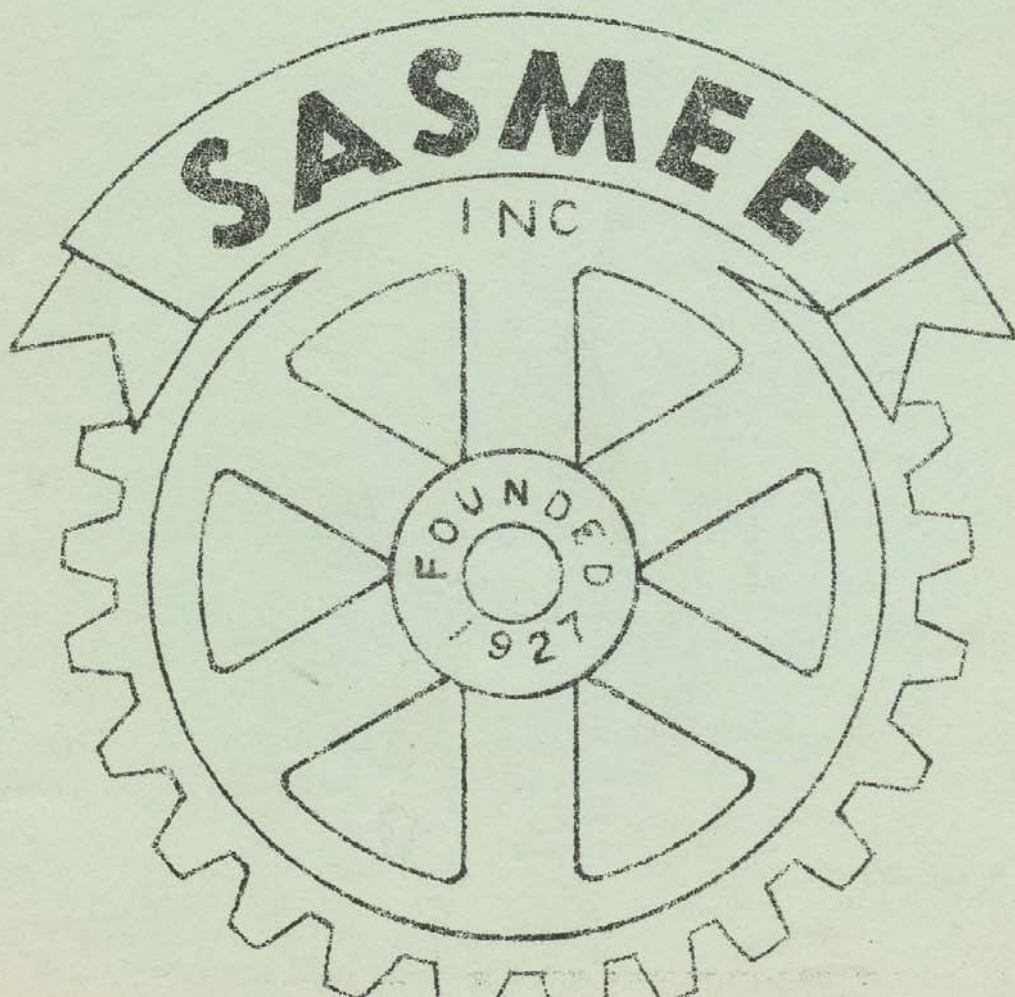
S A S M E E

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



S.A.S.M.E.E. BULLETIN

Vol. 12 No.2

September - November, 1971

EDITORIAL

In a circular addressed to all Club Boiler Inspectors and Club Secretaries, Reg Wood secretary of the A.M.B.S.C. rightly points out the necessity of maintaining a high standard of inspection as required by the Code. He states that Inspectors must stand their ground and be not subject to any kind of coercion nor to bias, they must be fair but strong in the universal interest of our whole hobby. S.A.S.M.E.E. fully endorses Reg's remarks and realises that an occasional timely reminder of our responsibilities will keep us and other associated Societies on our toes thereby insuring ourselves against interference by the responsible authorities.

Owing to the instability of the ground adjacent to the lane, the loco track has created a lot of maintenance work owing to earth movement and the decision to support the track on a system of concrete arches, they in turn resting on a solid concrete base will, we all devoutly hope, eliminate this trouble for ever.

No doubt those members who have so willingly given their time and effort packing up and adjusting this section will heave a sigh of relief now that something 'concrete' is being done to eliminate this trouble. To one like myself who has other duties but who regularly runs a loco on Field Days and to whom the track appears to be in good order is now brought home the fact just how exasperating it must have been to those who have worked on it to keep it in order. The thanks of all who use the track are directed to those few who have worked so well in its maintenance.

To those of us who have enjoyed the extra run that Sunday has provided on two occasions we view with regret the majority decision to hold no more at least for the time being. Owing to my absence through illness from the July meeting I am not conversant with all of the reasons for dropping the run but apparently complaints from the public missing out on a ride was one of the main factors in arriving at the decision to discontinue. The increasing number of the public attending these extra track days creates the problem of a ride for everybody, but serves to highlight the growing popularity the spectacle model steam railways affords to young and old alike.

During the coming months a series of interesting talks on various subjects by members have been arranged by Uncle Al. They range from home-workshop gadgets, photography, rebuilding a small lathe, gear cutting, ship rigging, constructing a small lathe, film and slides of an overseas trip, and a trip to the U.S.A. The series will carry us into the New Year and with such a variety of subjects should prove of interest to every member. They will of course appear in their turn in the Bulletin so that you will have no excuse to miss any of them.

To those of us who have visited Lake Goldsmith and witnessed the activities of the Steam Engine Preservation Society and enjoyed the thrill of watching these magnificent engines of a past era, the perusal of a newsletter just received from that Society will revive all of the pleasure derived from their visit. To those who are building a traction engine the reading of the letter will prove an incentive to push on with their model and thus bring the day nearer when they can enjoy in miniature the thrill of driving a machine which played a large part in opening up this Australia of ours.

Over the past 6 years I have written for the Bulletin descriptions of various members home workshops. It has, I believe, been a reasonably popular feature of your magazine, so if you

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would like to have your workshop featured in it, simply let me know and I will be only too pleased to visit your retreat from the worries and cares of this life and write a description of your projects and equipment. It could quite possibly be the means of increasing your circle of friends by arousing the interest of other members. These remarks, whilst addressed to all, are particularly aimed at the more recent members.

Our sympathies are extended to Alan Frankham and Dean Di-Guisto whose families have suffered the loss of a dearly beloved one.

Your Editor,
Clary Burden
Hon. Secretary.

QUARTERLY AGENDA

GENERAL MEETINGS: 2nd Tuesday each month at 8.00 p.m.

14TH SEPTEMBER: Annual Jumble Sale. Bring along your unwanted bits and pieces and Uncle Al. in his inimitable style will dispose of same.

12TH OCTOBER: John Mell will describe his recent trip to the U.K. with slides and film.

9TH NOVEMBER: Len Peckham will speak on gear cutting and the rebuilding of a small lathe.

INTERMEDIATE MEETINGS: (informal) 4th Tuesday each month at 8 p.m. September 28th, October 26th, November 23rd.

COMMITTEE MEETINGS: 1st Tuesday each month at 8 p.m. September 7th, October 5th, November 2nd.

WORKING BEES: 1st Saturday each month at 2 p.m. September 4th, October 2nd, November 6th.

PUBLIC FIELD DAYS: 3rd Saturday each month at 2 p.m. September 18th, October 16th, November 20th.

CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

FIELD DAY CANTEEN ROSTER

SEPTEMBER

J. Thurmer
S. Faccenda

OCTOBER

J. Spry
I. Clark

NOVEMBER

B. Smyth
M. Ambler

IMPORTANT NOTE

IF UNABLE TO ATTEND AS PER ROSTER
PLEASE PHONE SECRETARY: PH. 79-5292
SO THAT A RESERVE CAN BE NOTIFIED
IN TIME.

'Please remember to bring the milk'

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES

<u>AUGUST.</u>	14th	P. Griscti	<u>OCTOBER</u>	16th	P. Griscti
	21st	J. Welch		23rd	J. Welch
	28th	D. Irving		30th	D. Irving
<u>SEPTEMBER</u>	4th	J. Wakefield	<u>NOVEMBER</u>	6th	J. Wakefield
	11th	N. Kernick		13th	N. Kernick
	18th	D. Worrell		20th	D. Worrell
	25th	I. Clark		27th	I. Clark
<u>OCTOBER</u>	2nd	R. Smyth	<u>DECEMBER</u>	4th	R. Smyth
	9th	T. England		11th	T. England

ROSTER FOR ASSISTING ON FIELD DAYS

SEPTEMBER

M. McLeod

OCTOBER

W. Kloeden

NOVEMBER

S. Faccenda

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COMING EVENTS:

September General Meeting, Annual Jumble Sale. This is generally regarded as the most hilarious night of the year so make it a point to attend. Newer members are advised to wear a strong belt to prevent your sides from splitting with laughter.

October 30th: Crippled Children's Association

This day, the 4th Saturday in October, has been set apart to assist the above Association to raise funds for this most worthy cause. We anticipate a large crowd so members are especially urged to attend to assist in controlling and maintaining safe conditions for the public. A good turn-out of locos with one or two to be held in steam as reserves is requested, also as many boats etc. and the steam house attendants as can attend to keep the public interested.

October - Labor Day Long Weekend

Visit to Whyalla Society of Model Engineers.
See John Welch for particulars.

November - Sunday 14th

To celebrate our 25th Anniversary it has been decided to make a full day for members and families only. Barbecue meals will be the order of the day with all day running of locos and boats and probably a film show in the evening. All members are urged to attend and make this the day of the year.

S.A.S.M.E.E. NEWS AND JOTTINGS:

A map of the area has been received from the Illawarra Live Steamers, also a list of motels, caravan parks and hotels showing the various charges made for accommodation for the Easter Convention 1972.

Members holding Boiler Certificates are reminded to check same and thus ensure that their periodical testing is kept to date.

With a good turn out of members on July working bee 109 ft. of earth works under the track was dug out in preparation for the concrete base to be poured as the first step in the reconstruction of the lane section. At time of writing the intention is to pour 3-1/2 cubic yards of concrete to form the base on August working bee and then on September working bee to pour the first 3 arches. In the meantime the track will be temporarily supported on wooden blocks.

Water pipe has been extended to the hoarding at the northern end of the park and will no doubt prove more convenient for watering this portion of the grounds.

An elegant screen has been fitted up in the Club House recently and will no doubt add to our enjoyment of viewing slides and film shows.

I hear that Ron Thompson of the Alice is nearing completion of his traction engine. Ron, you should have built this first and used it to gouge out the levels for your 7-1/4".

At the July meeting a film depicting railway signalling was screened and gave members an insight into the workings of this very important aspect of railway working.

As proof of your Committee's devotion to your interests the meeting did not close until 11.30 p.m. July 6th.

An application for membership has been lodged by Tony Cross just arrived in Adelaide from England. Tony is known to some of us owing to a past visit several years ago when he was stationed at Singapore with the R.A.F. He is an Hon. Life Member and ex Hon. Sec. of the Hitchin and District Model Engineers Society, England. He is currently constructing a 3-1/2" Maisie.

Last Thursday July 15th S.A.S.M.E.E. was visited by Humphrey Bear and camera man from Channel 9 and a series of shots were taken around the park. Chas. Hill, John Welch, Harry Pearce and John Wakefield were present with their locos in steam and we can look forward to a most entertaining show on television shortly.

I hear of a proposal to construct a large shed in the vicinity of the hoarding for the housing of riding trucks etc. Also to incorporate 2 toilets at suitable points in the building. Owing to my absence from the July meetings

I can give no further details of this proposal and only mention what I have heard.

Chas. Hill who has just completed a very nice piece of machinery in the shape of a 5" Jubilee plus a new riding truck, not to mention his 3-1/2" 'Britannia' is, so I have been told, about to start the construction of a 5" Virginia. No doubt about it, some people are gluttons for punishment. Did I hear somebody say "Who's talking now?" Chas gave me a brief description of Jubilee. It is fitted with steam brakes, steam operated cylinder drain cocks, a water flow indicator and the motion work operates slide valves. The cross heads are fitted with Torrington needle roller bearings and the return cranks with ball races. I wonder now what will be the fate of his 3-1/2" 'Britannia'.

I nearly forgot to mention that he spent 3 years constructing 'Jubilee'.

I have received a circular from the Myer Emporium outlining the production of Walt Disney on Parade. At the August meeting you will be given further particulars regarding this entertainment.

Next Monday July 26th a preliminary inspection of S.A.S.M.E.E. Park will be made by Officers of Channel 2 in order to gain an idea of what is required to make a film for television of about 1/2 an hours duration. This matter was discussed some time ago at a monthly meeting and we agreed to give our co-operation in the making of the film. I hope to be able to give you more details at our August meeting regarding what form it will take.

The July Field Day was held in fine weather and quite a good crowd attended. I was only present for about an hour mainly to gain information for the Bulletin but managed to speak to most everybody and noticed that the following boat owners and loco drivers were present.

Norm was present with 3 hydroplanes, Dean with his tug boat and Herb with his police launch. Altogether a very fascinating spectacle which was appreciated by the people lining the pond. In the steam house several stationary steam engines were busily ticking over to the accompaniment of their exhaust. Very fascinating to watch.

On the track I spoke to :

Morrie with his 523 Essington Lewis
Chas and his new Jubilee
Howard also with Jubilee
Alec with his near new Caribou
John running his W.A. Mullewa diesel
John driving 'Springbok'.
Harry and his much admired 'King John'.

With the exception of "Mullewa" all were 5" gauge engines and all very powerful and capable of hauling large loads.

On the gate Len was busy taking the patrons' money. The canteen reported good business and around the track various members kept watch on small boys and even big ones who would persist in getting into dangerous spots and creating a hazard for the drivers. Altogether a very pleasant and profitable afternoon for the Society.

In the broadcasting room on top of the station Uncle Al. entertained the crowd with light music and a running commentary of the various attractions offered to our

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visitors. I noticed several members wives present and perhaps with the approach of warmer weather we shall see a greater number of the fair sex adding a touch of colour to the scene.

WELCOME TO A NEW MEMBER:

A warm welcome is extended to Mervyn Robinson recently elected to membership. Merv. is interested in Locos, aircraft, ships and has a part finished 3-1/2" 'Virginia'. We trust that you will participate in all of our activities and thereby enjoy many happy hours of modelling.

The Treasurer, Len Peckham requests that all cheques payable to the Society be made out to S.A.S.M.E.E. (do not write the full words) and to leave the word 'bearer' in. Also make postal and money orders payable at Walkerville P.O. or the G.P.O. Adelaide. By observing this procedure you will assist Len in his duties. He also advises that all subscriptions must be paid by September meeting otherwise rule regarding non-payment of subs. will be enforced. As our members insurance policy is adjusted during September the position could arise when the Society is paying for a non-member.

I have just received a letter from Charlie Manning, tendering his resignation from S.A.S.M.E.E. Owing to continued ill-health he feels that he can no longer be an active member. Charlie is a member of fairly long standing and he will be missed at the boat pond. He has taken an active part in the Society's affairs over the years and we would like him to feel welcome to visit us whenever the opportunity presents itself.

EXTRACTS FROM INTERSTATE NEWS LETTERS:

The Big Wheel news of the Steam Locomotive Society of Victoria. A description of the Echuca Steam Rally held my attention, particularly as one who has attended a similar rally.

Some good advice on 'closing down the boiler' after running is tendered by Bill Stokes. Both copper and steel boilers are dealt with in his article.

Neville Levin speaks on the signalling system installed at Moorabbin and explains the working of same.

The Nelson Society of Modellers Inc.

A humorous article entitled "Mr. Fixit" portrays the trials and tribulations a Mr. Do-it-yourself encounters around the home. Mention is made of a diesel-electric loco making its appearance at the Hamilton Society.

Ralph Excell, recently a SASMEE member, entertained with slides and film portraying Adelaide, Alice Springs and various other Societies in Australia.

Castledare Miniature Railways of West Australia.

Some very sensible suggestions are made on the subject of safety when members are engaged on work concerned with the Society. Quite a lengthy article is devoted to the "King Arthurs". To the student of English Railways it makes very interesting reading. Yarns heard around the station will make you chuckle and the loss of a tunnel will cause your eyebrows to lift a trifle.

These letters are on the board for all to read and thus keep yourselves abreast of other Societies affairs.

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During a recent conversation with John Welch, he mentioned that Bob Baker, who joined SASMEE a few months ago, had returned from a trip to the U.S.A. Whilst there he met Eugene Scheller, known to some of the members.

Eugene showed him the Santa Barbara track and also Goletta Valley and other places of interest.

On Bob's return to Australia he returned to Woomera, where I understand he is employed. Perhaps in the near future he may be able to give us a talk on his experiences in the U.S.A.,

John Welch advises that he now has a limited stock of 7/32" shell back water gauge tubing in stock and also 1/8" square graphite cylinder packing. Also he carries stocks of assorted sizes and lengths of bolts and nuts.

YOUR 'BACK ROOM' BOYS:

The following information was supplied by Ian Clark and concerns the often unsung work performed by our electricians Ian and John Welch.

Ian Clark tells me that things are progressing steadily in the back room on the new SASMEE track signalling. He says that a track switch he has developed has been tested under running conditions at the club and works faultlessly, even after having a bucket of water poured over it during the passing of a number of locos and riding trucks. The switch works in conjunction with a small high speed relay fitted with gold contacts. The relays were kindly supplied by Messrs. Hill and England.

Although the track relay closes at a very fast rate, it is

arranged to remain closed during the time taken for a train to pass. Whether a loco has one truck or several behind it, the track relay remains held until the last wheels of the last truck have cleared the switch. Removal or repositioning of the switch is readily achieved without interfering with the rails or their mountings and it cannot be actuated should someone walk over it.

J.C. Welch of the "Welch Experimental Laboratories" has come up with some very fine coloured lenses for the new signals. John has put a lot of time in making dies for moulding these. The lenses are a prismatic type similar to those used in full size practice. You can see them for miles when they are illuminated.

To keep the track circuits simple and uncluttered with bunches of wires, each signal will house its own relays as does the present system. There will be only two control wires between signals whether two or three colour aspects types are used. Reverse running will therefore be made relatively simple by the operation of one switch on the power supply which will be located at one central position.

In due course it is hoped to set up some of the equipment for further running tests. These will be carried out at all stages without disruption to the existing system.

John Welch and Ian Clark report that the termination of the 3 phase power in the steam house and station should be completed by the time this edition of the bulletin goes to press.

This should improve the use of electric welding gear working on 415 volts instead of 240 volts. They also point out that the 3 phase can be put to good use when the new steaming up bay comes into existence.

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Once again your Sec-Editor makes the plea for articles of interest from members. A brief account of what you are building, of problems encountered and overcome, queries on machining problems by those who are not machinists by trade, performance of your loco, all these and scores of other items of interest make good reading and your Editor will be very grateful to you for any assistance along these lines.

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